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BROOKLYN WOMAN FOILS 'L' WRECKERS

Trolleys Crash at Borough Hall and Eight Are Hurt When Truck Sideswipes Car.

STRIKERS ARE ARRESTED

Nixon Begins Inquiry Into Cause of Saturday Smash at Malbone Street.

While the Public Service Commission was endeavoring yesterday to fix responsibility for the fatal trolley collision Saturday at Malbone street and Flatbush avenue and District Attorney Harry M. Lewis of Kings was preparing to lay the evidence in the case before the Grand Jury fresh accidents and attempts at violence on the part of car strikers were reported in various parts of Brooklyn.

A south bound surface car of the Hamilton avenue line was struck by an automobile truck at Third avenue and Thirtieth street and seven persons were injured. One, Tony Matrado, a machinist of Eighteenth street and Third avenue, received a possible fracture of the skull and three broken ribs, while four more were found to be in such serious condition that it was necessary to take them to the hospital.

An attempt to derail an elevated train on the Fulton street structure, near the East New York loop, was thwarted by a woman who saw two men place a spike in a switch and reported the incident to the police, who removed the obstruction before any train had arrived.

Amalgamated Official Arrested.

Several persons were arrested for shouting "Scabs!" at men operating trolley cars, and Harry Barton of 809 Third avenue, Brooklyn, said to be an official of the Amalgamated Association, with which the strikers are affiliated, was arrested on a warrant charging him with having threatened another car man with violence because he had returned to work.

Patsy McDermott of 115 Nineteenth street, Brooklyn, who was driving the motor truck which was in collision with the Hamilton avenue trolley, was held in \$5,000 bail by Magistrate McCloskey. Several witnesses said that the accident had occurred when he tried to get out of the way of another automobile, and turned his vehicle so that it scraped the crowded running board of the car.

A man describing himself as William Cannon of 1270 Park place, Brooklyn, a laborer, was arrested after a tussle with Patrolman Frank Sallo of the Herbert street station, who charged him with having attacked a loyal conductor. The officer was obliged to draw his revolver for the purpose of holding a party of would-be rescuers at bay until the arrival of a patrol wagon.

In testifying at the Public Service Commission hearing, Archie Moxen, chief electrical engineer of the commission, diagnosed the cause of Saturday's fatal crash as "man failure." He said that upon arriving at the scene of the accident soon after its occurrence, he had examined the equipment of the two cars and had found that the braking devices functioned properly.

Fireman Edward P. Donlon, member of a Brooklyn engine company, who saw the accident and who turned in an alarm, expressed the opinion that the car that caused the crash was going at a rate of forty miles an hour. Two witnesses testified that they had seen the motorman make a motion as if he were trying to apply the air brakes.

Calls Car's Speed Forty Miles.
Mr. Moxen testified that it would have been possible for some one in the rear of the car to render the air brakes useless, but that the motorman should have been able to stop the car with the hand brake, which apparently he did not use.

Commissioner Nixon and Deputy Commissioners Alfred M. Barrett and Morgan T. Donnelly held the hearing, while Terence Farley, attorney for the commission, questioned the witnesses. It was

adjourned until Thursday morning for the purpose of permitting the company to present witnesses who can testify as to the previous qualifications of James Mooney, the motorman who operated the car and who disappeared immediately after the accident.

District Attorney Lewis, who is pressing the hunt for this man, caused Aaron Lichtman, a conductor employed by the B. R. T., to be held as a material witness in the case yesterday. Lichtman happened to be riding as a passenger on the car that caused the crash and was one of those injured.

MAYER REFUSES TO LISTEN TO GOMPERS

Continued from First Page.

and that so far as he was concerned the matter was closed.

"He further stated that while under other circumstances he would, of course, meet Mr. Gompers, such a meeting at this time under the existing circumstances would not only be useless, but would serve solely to prolong a situation which should be brought to an end; that it was obvious from the circumstances that Mr. Vahney and Mr. Gompers sought a meeting for the purpose of again going over the situation in respect of the Amalgamated Association; that Judge Mayer stated that his position had been fully, clearly and finally set forth in his letter to the Mayor dated September 2, on which he stood."

Some time after Judge Mayer's statement was issued Mr. Gompers gave out the following comment upon the Judge's stand:

"The statement made by Judge Mayer this afternoon in connection with the suggestion which the Governor had made to the Judge is most humiliating. It asked that I might have an opportunity as a citizen of the State of New York and unofficially to go into the present situation in the B. R. T. strike. It was my purpose to present to him impartial considerations quite outside of those that have had his attention, and a solution of conditions even more important than the element that entered into the existing strike."

"To this Judge Mayer turned a deaf ear."

"Surely he cannot imagine that the position that he has taken will allay the apprehension of the men, or that it will bring the strike to an early close. The men undoubtedly will feel that, directly or indirectly, their cause cannot receive any consideration from the hands of the only official who has the authority, or seeming authority, to determine their case; that they are necessarily thrown upon their united stand."

"It was my purpose to suggest a way out of the present situation."

"This Judge Mayer has resented without hearing what might have been presented to him."

"It was my purpose to be observant in a difficult situation. This is in my opinion. This position is not judicial. It is autocratic."

Rebuilding B. R. T. Forces.

When interviewed earlier in the day at the B. R. T. office, Receiver Garrison said that between 2,500 and 3,000 of the employees who struck seventeen days ago had returned to their jobs, and that the company is endeavoring to replace the others.

He declared that advertisements have been inserted in newspapers within a radius of 100 miles of this city in an effort to obtain the men necessary for building up the "new organization."

Receiver Garrison said that the total of surface cars in operation over the tracks of the company yesterday was 177, and the total number of elevated and subway cars 244. Normally the company operates 310 surface cars in the middle of the day, and more than 1,400 during the evening rush hours.

He said that every effort would be made to provide accommodations for the Coney Island, Maricopa Grac crowds on the elevated and subway lines, and that the company would continue for the present to build up its night trolley service. Asked if the company was receiving any income at all from its surface cars at present, the Receiver said: "Yes, but 'it is not as deep as a well, nor as wide as a barn door.'"

Mr. Garrison expressed the opinion that fear of violence at the hands of other strikers was keeping many employees from returning to their jobs. "The sooner they get into their minds that Judge Mayer and I will have nothing to do with the Amalgamated Association, the better off they will be," he said.

Before Mr. Gompers met the Governor early in the afternoon, he talked with William D. Mahon, international president of the Amalgamated Association; Patrick J. Shea, vice president of the union; John Reardon, general organizer, and William B. Fitzgerald, who led the unsuccessful traction strike in Manhattan in 1916, and who arrived in this city yesterday from Detroit.

Collapse of Strike Due Soon.

There is much speculation regarding the length of time during which the strikers can hold out, and there are many indications that the overwhelming majority of the men must soon get work of one sort or another, as they have families to support, and the sum allowed to them by the union cannot cover more than a fraction of their needs.

Many are known to have applied for other jobs.

The company, on the other hand, is under enormous expense owing to the high wages which must be paid to the strikebreakers and their disinclination to turn in any fares. Material is being destroyed in one way and another, and damage claims are piling up as a result of accidents. The company's only income at present is through its subway and elevated lines and those conductors who have returned to their jobs and have been installed as regular employees.

In a letter addressed to Public Service Commissioner Nixon, Edward Riegelmann, Borough President of Brooklyn, protested yesterday against the manner in which many trolleys and motor vehicles are being operated in his borough at the present time, and urged that the Public Service Commissioner exert his efforts toward putting a stop to the public menace occasioned by the strike.

Mr. Riegelmann said he understood that the Mayor was conducting an inquiry through the police for the purpose of ascertaining if the motormen now working for the B. R. T. are properly trained before being sent out with cars.

In talking to reporters Mr. Riegelmann said: "As matters now stand the people of this borough are afraid to cross the streets, let alone ride on the cars."

Abraham Beckerman, Socialist Alderman, announced last night that he had sent a letter to Mr. La Guardia, President of the Board of Aldermen, asking that official to act to prevent the employment of untrained motormen, and saying that to entrust such men with cars is equivalent to "robbing blindfolded men of their money."

There has been, however, no evidence to support the charge that the company entrusts any cars to untrained motormen.

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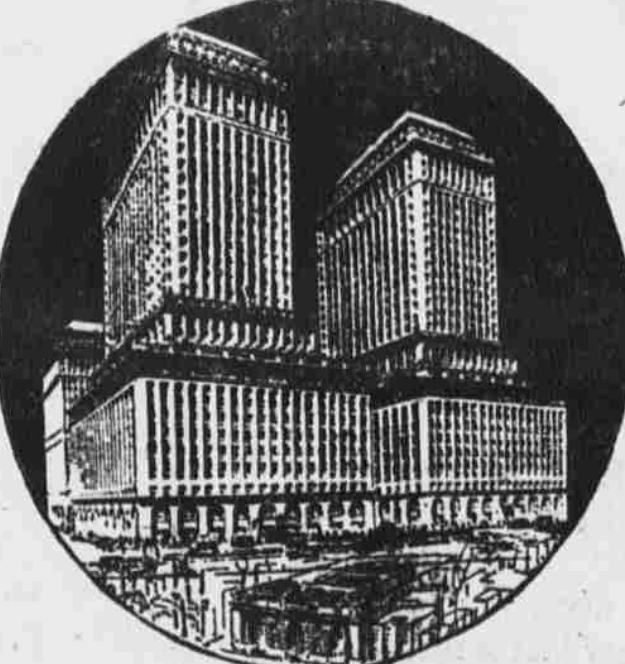
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